WRITTEN ANSWERS TO QUESTIONS

Comparison of the cost of aviation fuel between National and International Airports

*222. SHRI SHANKER SINH VAGHELA:

SHRI PRAMOD MAHAJAN:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) what is the cost of aviation fuel at Madras and Bombay airports and how do they compare with those at London and Singapore;

(b) whether there is any difference in cost; if so, the reasons therefore and impact of the Indian fuel cost on the cost of Indian aviation operations-both internal and external; and

(c) what is Government's policy in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHM DUTT): (a) to (c) The following are the prices of Aviation Fuel exclusive of local levies at Madras and Bombay for domestic and international airways.

	Domestic Airlines	International Airlines
	Rs./Kl	$/Kl
Madras	5239.85	239.91
Bombay	5239.85	239.91

Aviation Fuel prices at most of the international Airports including London and Singapore vary with individual contracts between the Airlines and the fuel supplying companies. The prices for Air India and the posted Airfield prices as on 1-9-1988 at London and Singapore are as follows:

	Contracted price (Air India)	Posted Airfield price
	US $/Kl	US $/Kl
London	146.22	409.49
Singapore	130.26	237.75

Aviation Fuel is a deficit product and imported into the country to supplement domestic production to meet the demand. Government have made available bulk discounts on prices to the international Airlines as per the following slabs of upliftments at the Indian Airports w.e.f. 5-9-88:

Annual volume of uplift in India exceeding	Bulk discount of fuel price
50,000 Kl	2% on entire quantity
75,000 Kl	3% Do.
100,000 Kl	5% Do.
125,000 Kl	10% Do.
150,000 Kl	15% Do.
175,000 Kl	20% Do.
200,000 Kl	25% Do.
225,000 Kl	30% Do.

The prices of ATF for international Airlines have been fixed in US dollar w.e.f. 5-9-1988. Air India has been allowed to make payments in rupees equivalent.

The price differential will not have any impact on internal Indian Aviation. The prices with the discounts now become comparable and even lower than prices in several other important international Airports and, therefore, should have a favourable impact on the operations of Air India.

Increase in the prices of polystyrene and PVC

*225. *SHRI KAMAL MORARKA*: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that there has been a sudden increase in the price of polystyrene and PVC;

(b) if so, what measures are contemplated to check the price increase;

(c) whether any study is proposed to be conducted to review their price structure; and

(d) if so, what are the details thereof?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) The prices of polystyrene and PVC to the consumer units have increased primarily due to sharp increase in international prices of these products (almost half of the requirement of polystryrene and PVC is met through imports). The indigenous manufacturers have also been increasing their prices to varying extents from time to time.

(b) to (d) The import levies on polystyrene and PVC have been rationalised more than once since March 1987.

BICP has been asked to conduct cost study of domestic polystyrene and PVC manufacturing units.

Applications forgranting licences for industries in Rajasthan

*228. SHRI SANTOSH BAGRODIA: Will the Minister of INDUSTRY be pleased to state:

(a) the various industrial units in respect of which letters of intent were given in Rajasthan during the last three years;

(b) the number of cases where letters of intent were not given and the number of cases where no action was taken by the concerned parties after letters of intent were given;

(c) how many applications for grant of industrial licences and other kinds of clearance from the Central Government are pending for the last three years;

(d) the names of such units together with the proposed location and estimated cost thereof; and

(e) the reasons for holding the clearance in various such cases?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) A statement is given in Annexure I. (*See* below).

(b) During the years 1986—88 (upto 31-10-1988), 97 applications for grant of industrial licences were rejected. Out of letters of intent granted during 1986—88, 4 (four) letters of intent were treated as lapsed owing to non-implementation of the project by the parties concerned.

(c) to (e) At present 34 applications for letters of intent are at various stages of processing. Details of the applications which are being processed are not divulged until final decisions are taken by the Government.